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Vol. 54 No. 13 | INTELLIGENCE | Page 129

JAPANESE MANUFACTURER TOYOTA, which contracted with Burt Rutan's Scaled Composites, Inc. to build a prototype light aircraft that began flight tests last fall, has provided a brief glimpse under the veil of secrecy that has surrounded the project *(see article on Page 130).*

PILOT COMPLAINTS have spurred FAA to commission a new working group to study flight and duty time limits for Part 135 operations, Anthony Broderick, FAA associate administrator for regulation and certification, told the House aviation subcommittee this month. The working group, which will be part of the Aviation Rulemaking Advisory Committee, is expected to convene officially sometime after May. Broderick cautioned that although FAA hopes the working group will develop flight and duty time recommendations "as soon as possible, I do not expect it to be an easy process that will be resolved in weeks and even months."

BARRY HARRIS, acting FAA Administrator, appears to be the favorite to be nominated for the job on a permanent basis following the decision by former Gen. Jerry Curry to withdraw his name from consideration.

STUDENT ENROLLMENT in the 17 largest schools with flight education programs has increased some 30 percent over a year earlier, according to Gary Kiteley, executive director of the University Aviation Association. Speaking this month at a Kansas City symposium on training aircraft, he said those schools currently operate about 500 aircraft, almost 50 percent of which are Cessnas. Finding new aircraft at a reasonable price is a problem, but nearly half the schools plan to purchase new trainers in the next 12-24 months.

THE WILLIAMS-ROLLS FJ44 turbofan engine won FAA type certification last week. The 1,900-pound thrust engine, developed by Williams International of Walled Lake, Mich., later joined by Rolls-Royce, has been selected to power two new fuel-efficient, entry-level business jets, the Swearingen SJ30 and the Cessna CitationJet. Officials said the FJ44-1A engine had accumulated more than 1,500 hours of flight testing in four different aircraft, had its performance validated to 50,000 feet in two different altitude chambers and successfully completed 30,000 rapid cycles of acceleration/deceleration tests. Production of the FJ44 is underway at Williams' Ogden, Utah facility.

HOUSE AVIATION SUBCOMMITTEE Chairman James Oberstar (D-Minn.) said Tuesday he remains concerned that regional airlines and air taxis that are in poor financial shape are not following safety standards. Oberstar, who held a hearing earlier this month on commuter airline safety *(BA, March 23/123)*, promised to "follow up" the hearing, but said he was unsure if that meant more hearings or new legislation.

NATIONAL AIR TRANSPORTATION ASSOCIATION and the National Business Aircraft Association last week asked the House aviation subcommittee to transfer the adjudication of airmen civil penalty cases to the National Transportation Safety Board – an action that the Administrative Conference of the U.S. (ACUS) recommended in December. NATA said air carrier civil penalty cases should be transferred as well. "Apparently ACUS does not understand that air carriers are subject to the same conflict of interest and forum shopping problems as are airmen," the association testified. Oberstar, however, said during a hearing on the civil penalty demonstration program, "it's going to take a lot of persuasion" for him to consider moving any part of the program to the NTSB.

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Airport and Airway Trust Fund
Income Statement
October 31, 1991 - January 31, 1992

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 9,497,000.00	$ 38,559,000.00
Transportation by Air, Seats, Berths, etc.	345,914,000.00	1,420,990,000.00
Use of International Travel Facilities	16,667,000.00	79,170,000.00
Transportation of Property and Cargo	20,000,000.00	80,002,000.00
Gasoline:		
Commercial 9 cents tax	229,000.00	902,000.00
Non-commercial 9 cents tax	2,567,000.00	10,102,000.00
Total Tax Receipts	$ 394,874,000.00	$ 1,629,725,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	0.00	6,546,470.00
Gas Retailers Tax	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 0.00	$ 0.00
Net Tax Receipts	$ 394,874,000.00	$ 1,623,178,530.00
Interest on Investment	$ 3,536,347.55	$ 321,765,188.95
Accrued Interest Income	107,712,551.03	107,712,551.03
NET RECEIPTS	$ 506,122,898.58	$ 2,052,656,269.98
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (1,203,009,000.00)	$ (2,110,382,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (1,203,009,000.00)	$ (2,119,230,083.47)
TOTAL OUTLAYS/TRANSFERS	$ (1,203,009,000.00)	$ (2,119,230,083.47)
SURPLUS/(DEFICIT)	$ (696,886,101.42)	$ (66,573,813.49)

From Treasury Department data.

AVITAS AVIATION

(Continued on Following Page)

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Airport and Airway Trust Fund
Balance Statement
As of January 31, 1992

ASSETS		
Undisbursed Balances:		
Available for Investment	$ (3,640,733.92)	
TOTAL UNDISBURSED BALANCE		$ (3,640,733.92)
Receivables:		
Intrest Receivables	$ 107,712,551.03	
TOTAL RECEIVABLES		$ 107,712,551.03
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	15,193,672,000.00	
8% matures 06/30/92	125,108,000.00	
7-7/8% matures 06/30/92	$ 16,092,000.00	
NET INVESTMENTS		$ 15,334,872,000.00
TOTAL ASSETS		$ 15,438,943,817.11
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	(66,573,813.49)	
TOTAL EQUITY		$ 15,438,943,817.11
TOTAL LIABILITIES & EQUITY		$ 15,438,943,817.11

Activity Report
October 1, 1991 - January 31, 1992

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 0.00	$ 396.00
Grants-in-Aid	25,860,738.21	12,008,588.10
Facilities & Equipment	63,443,133.25	130,748,524.99
Research Engineering Development	(1,594,700.40)	5,337,802.10
TOTAL UNDISBURSED BALANCE	$ 87,709,171.06	$ 148,095,311.19
EXPENSES		
Operations	$ 791,109,000.00	$ 791,108,629.00
Grants-in-Aid	121,939,261.79	591,666,801.91
Facilities and Equipment	185,656,866.75	581,890,905.27
Research Engineering Development	16,594,700.40	66,504,304.11
NOAA Aviation Weather Services	0.00	8,847,250.00
DOT/Rental Payments	0.00	0.00
TOTAL EXPENSES	$ 1,115,299,828.94	$ 2,040,017,890.29
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (1,203,009,000.00)	$ (2,110,382,833.47)
National Oceanic and Atmospheric Administration (NOAA)	0.00	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (1,203,009,000.00)	$ (2,119,230,083.47)

From Treasury Department data.

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